

B-3851 Project Synopsis

Purpose and Description of Project:

- Bridge No. 21 on SR 3163 (Old US 421, Market Street) over US 29/70/220 in Greensboro, NC, has a sufficiency rating of 47.9 out of 100 and is considered functionally obsolete. TIP Project B-3851 will replace this structure and incorporate streetscape elements requested by the city of Greensboro as part of a Municipal Agreement with the NCDOT.

Planning:

- Planning studies have been completed. A Categorical Exclusion (CE) was approved on September 9, 2003. Copies of the CE will be made available to the short-listed Design Build (D/B) teams.
- A municipal agreement with the city of Greensboro is currently being procured. Any commitments outlined in that agreement will need to be addressed by the D/B team. A copy of the agreement will be provided to the short-listed D/B teams.

Public Involvement:

- During the project's construction, the D/B team must coordinate with the Division 7 Office, the Construction Unit, and the city of Greensboro to inform the public of lane closures, construction progress, and any issues that may arise regarding the Municipal Agreement.

Roadway Design:

- The approach roadway will be a 64-foot curb and gutter section with a center turn lane to accommodate turning movements. This width shall include two 12-foot lanes in each direction, a 12-foot center turn lane to accommodate left turns at the ramp junctions and 2 ½-foot curbs and gutter. Ten-foot wide berms with 5-foot sidewalks shall be provided on both sides of the roadway.
- The city of Greensboro has requested a realignment of existing Gillespie St. with the US 29 ramp in the northeast quadrant of the Market St. interchange.
- If the Design-Build Team anticipates a Design Exception in their proposed design, it shall be clearly indicated in the Technical Proposal. The D/B team will be responsible for the development and approval of all Design Exceptions.

Structure Design:

- Replace bridge No.21 on SR 3163 (Market Street) over US29/70/220.
- The proposed grade on the bridge shall provide a minimum 17-foot vertical clearance over US 29 / US 70 / US 220.

- Aesthetic lighting and barrier rail will be required as part of the city of Greensboro streetscape project outlined in the Municipal Agreement.

Hydraulics Design:

- The D/B team will be responsible for all storm drainage design.
- The D/B team shall employ a Private Engineering Firm (PEF) pre-qualified with the NCDOT to perform hydraulic design for all work required under this contract.

Location & Surveys:

- All surveys, including but not limited to, topography, existing and proposed roadway, structure sites, underground and overhead utilities, existing and proposed drainage, right of way, parcel names, deed research and descriptions shall be the responsibility of the Design-Build Team to acquire and process.

Geotechnical Investigations and Design:

- Roadway and Structure Subsurface investigations will be provided to the short-listed D/B teams. Any additional geotechnical work will be the responsibility of the D/B team.
- All foundation designs and recommendations will be the responsibility of the D/B team.

Erosion Control Design:

- All erosion control designs will be the responsibility of the D/B team.

Traffic Control and Pavement Marking Design:

- The D/B team will be responsible for developing the Traffic Control and Pavement Marking Plans.

Pavement Design:

- A final pavement design will be provided to all short-listed D/B teams.
- Temporary pavement designs will be the responsibility of the D/B team.

Signing:

- Signing will be required and will be the responsibility of the D/B team.

Signal Design:

- Mast arm signal poles have been requested by the city of Greensboro as part of the signal installation and may be required in the vicinity of the ramp terminals.

Right of Way Acquisition:

- The D/B team will be responsible for right of way acquisition including all necessary services to perform appraisals, appraisal review, negotiation and relocation. The team will deliver all documents necessary for the settlement of claims and the recordation of deeds, or necessary for condemnation.

Utilities Coordination:

- The D/B team will be responsible for all utility conflicts and utility construction plans.
- The Design Build Firm shall obtain the services of a firm pre-qualified by NCDOT and knowledgeable in the Utility Coordination Process involved with utility relocation/installation and highway construction. The D/B team shall be responsible for coordinating all utility relocations. Coordination shall include any necessary utility agreements when applicable. The D/B team will be responsible for non-betterment utility relocation cost when the utility company has prior rights of way/compensable interest. The utility company will be responsible for the relocation cost if they can not furnish evidence of prior rights of way or a compensable interest in their facilities.

Construction Engineering Inspection (CEI):

- The D/B team will be responsible for CEI work on this project.

Cost Estimates:

- The latest estimated construction cost for the project is \$2,900,000.00.